

## **Transit-Oriented Development (TOD) Special District** **Proposed Zoning Regulations**

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The areas near the future rail transit stations will be included in a new TOD Special District and will be subject to TOD-specific development regulations. The **TOD SPECIAL DISTRICT BOUNDARIES** are identified in the map exhibits at the end of the Special District section.

Now: 2 station areas—West Loch and Waipahu Transit Center Station Area

Future: 19 station areas from East Kapolei to Ala Moana Center

The **PURPOSE** of the proposed TOD regulations is to:

- Improve mobility and support the use of multimodal transportation;
- Create vibrant mixed-use developments, quality community gathering spaces, a rich mix of uses, and a variety of housing types;
- Direct Oahu's future population growth around the rail corridor; and
- Reduce pressures to develop in rural, agricultural, and suburban residential areas.

The proposed regulations are based on neighborhood TOD plans that were developed with extensive community input.

We are using existing zoning districts within the TOD Special District, but are proposing that most areas have **MIXED-USE ZONING** to allow a broad mix of uses and expand areas where housing is allowed.

The **TOD DEVELOPMENT STANDARDS** are intended to create transit-supportive spaces. The development visualized in the photograph below would comply with the new TOD requirements.

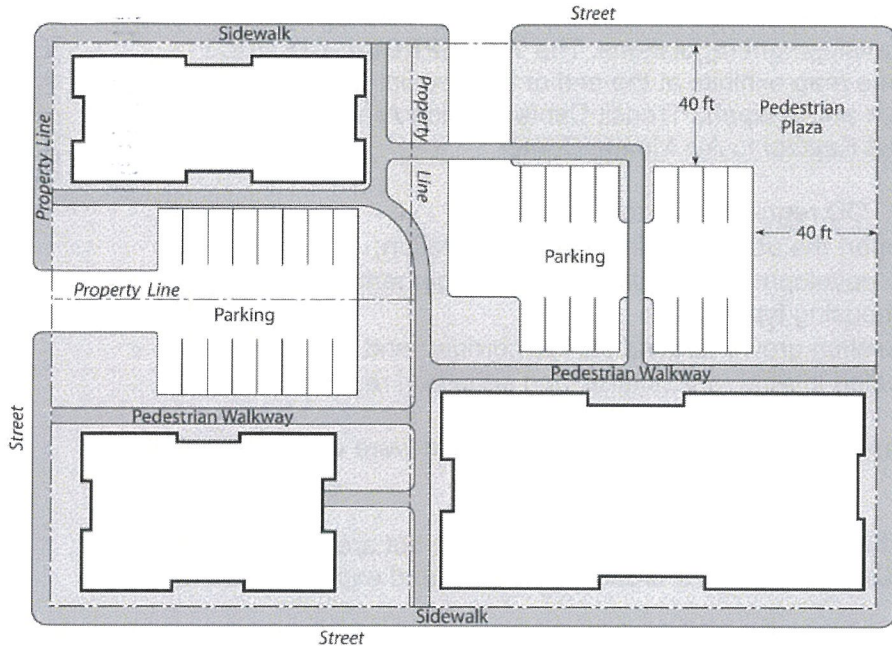


Photo: Alex Beatty

Specific development standards require:

- Active and Transparent Ground Floor
- Building Placement Close to the Street
- Building Facade Spans Lot Frontage
- "Yard" and Setback Improvements (including outdoor dining areas, benches, chairs, awnings, and other publicly-accessible places)
- Building Oriented Toward Street
- Principal Entrance Faces Street
- Landscaping and Street Lamps Close to Curb

Looking at an aerial view of an entire city block, additional TOD special district requirements are visualized in the graphic below:



Specific development standards require:

- Pedestrian Connections Within and Between Lots
- 40-foot Parking Setback
- Buildings Placed Near Street Corners
- Facades Span Majority of Lot Frontages

Some of these standards only apply on **KEY STREETS**, which are designated because they are vital for facilitating walkable, vibrant, active, and safe neighborhoods.

If a landowner complies with these development standards, they can apply directly for a building permit. If they seek additional **HEIGHT** or **DENSITY** or to modify the TOD development standards, they may apply for a **SPECIAL DISTRICT PERMIT** or a **PLANNED DEVELOPMENT – TRANSIT PERMIT**.

To achieve height or density bonuses, the landowner will have to provide **COMMUNITY BENEFITS**, like affordable housing, open space, parks, right-of-way improvements, improvements to existing community amenities, and ways to enhance pedestrian and multimodal transportation.

Within the Special District, **NONCONFORMITY** standards will be relaxed for sites where the nonconformity was created by the zone change or special district implementation.

Some new development standards will apply **ISLANDWIDE**. These include a change in the **HEIGHT SETBACK** for the B-2, BMX-3, and IMX-1 Districts and **BICYCLE PARKING** requirements for sites in the apartment, apartment mixed-use, business, business-mixed use districts.

For more information, visit:

[www.honolulu.gov/tod/dpp-tod-implementation/zoning-and-related-policies](http://www.honolulu.gov/tod/dpp-tod-implementation/zoning-and-related-policies)